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CLASSIFICATION ~~SECRET~~ - NOFORNCOUNTRY East Germany

REPORT

TOPIC Tutow Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 29 March 1955

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REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Soviet Air Force construction unit

In early January 1955, the Soviet Air Force construction unit at Tutow airfield was reduced from 80 to 30 men. The entire unit was transferred to an unidentified destination on 24 January, except for the unit commander Major Drushkov (phonetic spelling) (fnu) who was allegedly to remain in Tutow as commanding officer. 1

2. German work force

About 250 German workers were employed at Tutow airfield on 1 February, and the force was further reduced to about 80 on 12 February. The following gangs had been transferred during January:

24 January: 1 gang of track laying workers to Leipzig.

31 January: 1 gang of concrete workers to Eggesin,

1 gang of laborers charged with concreting work and the laying of narrow-gauge rails to Halde/Leuna,

1 gang of carpenters to Gross Doelln and Querfurt.

The German workers had been employed for grading work on both sides of the runway, for extension work on the railroad siding southeast of the fuel dump and for dismantling work on the narrow-gauge field railway to Zarrenthin. All workers were given notice between 21 and 26 February but the date of dismissal was not yet fixed since the airfield had not yet been accepted by the Soviets. 2

3. Soviet personnel

On 12 February, 45 Soviet soldiers arrived at the field. On the following days, soldiers wearing black-bordered blue epaulets were seen. The 45 Soviets improved the quartering buildings at the northern end of the runway.

4. Runway

The runway was 2,400 meters long, 60 meters wide and 20 cm thick. Its northern end pointed to the middle line between the former hangar No 10 and the former hangar located farther southeast. Its southern end was about 250 meters from the railroad line. There were drainage facilities the northern half of which led into the Witterwerder Lake and the southern half into the Kuckucksgraben (ditch). The gully holes were 100 meters apart. Ditches for the installation of landing lights were excavated on the two sides of the runway.

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5. Flying lane

A lane 300 meters wide was cut into the Alt Plestliner Wood in the northern extension of the runway beyond the swamp.

6. Taxiways

The taxiways were 14 meters wide and 20 cm thick. Their course was entered on a sketch.

7. Dispersal areas

The following two types of aircraft dispersal areas were seen at the field. Hardstands for individual aircraft and areas, so-called "Trauben", for 6 aircraft. The former hardstands were 17 meters long, 11 meters wide and 20 cm thick. Some of them were arranged in such a way that the nose of the aircraft pointed to the taxiway, while other were arranged in the opposite direction. There were a total of 45 individual hardstands and 7 larger dispersal areas ("Trauben"). No shrapnel-proof walls were seen. The prefabricated concrete parts which were available for this purpose would allegedly be sold to a private firm.

8. Flight control building

This building was 12 meters long and 7 to 8 meters wide. The tower was 15 meters high and provided with a glass veranda. Concreting work on the connecting road between the flight control station and the taxiway was not completed.

9. Fuel dump

The fuel dump was surrounded by a barbed wire fence. A guardhouse and 2 wooden sheds, each 15 meters long, 6 meters wide and with concrete floor, were located inside of the fence. The sheds, each with 2 gates, were presumably scheduled for the storage of gasoline barrels. For the storage of fuel there were 4 batteries of tanks with a total of 42 fuel containers. Each container had a holding capacity of 25,000 liters. Each container lay on a 50-cm concrete foundation and was covered with a 2-meter earth layer. The connection pipes were surrounded by a wall 2 meters square and covered with a wooden lid. No pump installations were seen and no connections were built to the railroad siding. A concrete road ran around the entire fuel dump. 6

10. Ammunition dump

A straight road ran north of the field into the Alt Plestliner Wood. This road is falsely entered with a bend [redacted] Sheet 2045. It had an asphalt cover as far as the intersection with the Zemmin - Loitz highway and a concrete cover beyond the intersection. The so-called "Waldlager" (wood camp) with 3 watchtowers and surrounded by a barbed wire fence was located in the square piece of wood northeast of the intersection. A 5-meter-wide lane for the searchlights on the towers was cut along the fence. Three hangars with concrete floors, each 20 meters long and 10 meters wide, and 2 concrete emergency cisterns were seen in the camp. 6

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11. Quartering buildings

There were 6 equally large barracks buildings. Their dimensions could not be determined. Barracks 4 and 5 were built on the old foundation of a hangar. Barrack 5 housed the administrative offices in addition to billets. The former German barracks buildings east of the main guardhouse were also scheduled to be used for quartering purposes. The former home for aged people and buildings Nos 23 and 24 were planned to be occupied. It was rumored that the houses on Damm Strasse in the Tutow Settlement were also to be occupied. Damm Strasse extends straight toward the main guardhouse. The location of the commander's house was also entered on a sketch furnished by source.

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12. Fence

The board fence began about 100 meters north of the main guardhouse and extended to the first bend of the railroad line south of Tutow railroad station. A barbed wire fence, continued from there, ran parallel to the railroad line as far as the second bend of the rails, across the meadows to the west as far as Kuckucksgraben (ditch), along this ditch to the bend northwest of Wittenwerder Lake. The fence further continued to the north through the small wood to the northern ditch, along this ditch to a point about 400 meters southeast of the road to the ammunition dump, then straight on to the east for a stretch of about 300 meters and finally through the wood straight on toward the board fence in the south.

13. Possibilities of observation

The entire airfield could be observed from the railroad line passing by. The view was obstructed only at individual points by the board fence surrounding the field. The northern section of the field could well be seen from the Alt Plestliner Wood.

14. The following buildings were seen at the field

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Main guardhouse south of the entrance road.

Auxiliary guardhouse at eastern side of road leading to ammunition dump, south of the ditch.

Transformer station supplied with electric current on a line from Alt Plestlin and another line from Tutow-Dorf.

Storehouse, 8 meters wide, with sliding doors 3 meters apart. A ramp 2.5 meters wide extended along the entire length of the storehouse. There was a track along the ramp.

Workshop, 15 meters long, 12 to 15 meters wide, 8 meters high, with cellar 10 meters deep, and concrete roof.

Waterworks north of the road leading from Tutow estate to "Star". The installation is to remain there upon completion of construction work.

Former hangar No 4 which is to be demolished by 1 April 1955.

Repair hangar with concrete roof, brick structure 20 meters long, 10 meters wide, with two-leaf door. 3

15. Intended occupation

It was learned [redacted] that the airfield construction project had the designation Object No 103. The field was scheduled to be occupied by 67 fighters, 12 replacement aircraft and 8 trainers all of type MiG. 4

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16. Accidents

In September or October 1954, 2 MiG-15s without auxiliary fuel tanks circled the field in fair weather and suddenly approached for landing. The aircraft nosed over in the middle of the runway where a strip about 20 meters long was not concreted. They struck an obstacle and one MiG-15 broke off its left wing while the other aircraft broke off its right wheel. The two pilots were not injured. The aircraft had allegedly been on the way from Peenemuende to Neubrandenburg. 5

1. Comment. The Soviet Air Force construction unit transferred on three shipments from Tutow to Wildpark-West in late December 1954 and early January 1955. It is possible that Major Drushkov is identical with the previously reported Major Drushko who was observed in Parchim in August 1953 as deputy of Inspector Berezovchuk (fmu).

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2. Comment. The transfer of German gangs to other construction sites has repeatedly been reported. 50X1-HUM

3. Comment. For location sketch of airfield, see Annex 1. 50X1-HUM
This sketch is based on the statements on installations and buildings mentioned in paragraphs 4 through 15 and on other available information.

Notes to:

Paragraph 7: If the reported dimensions of the individual hardstands are correct, these hardstands are suitable for MiG-15s, but they will be too small for Il-28s. The dimensions of the so-called "Trauben", large dispersal areas, have not been determined so far. If the prefabricated concrete parts are not used by the Baununion for the construction of shrapnelproof walls around the revetments, these parts will presumably be used by the expected air unit for the establishment of AA protection.

Paragraph 9: According to the information received, the fuel dump will have a capacity of 1,000 cubic meters. as has also been observed at other fighter airfields.

Paragraph 14 item 12: The information on a 10-meter-deep basement is doubted. Source will be re-interrogated on this point.

Paragraph 14 item 10: This building is believed to be the repair hangar where usual maintenance and checking work on aircraft is accomplished.

4. Comment. The reported object designation is correct. The reported number of aircraft presumably indicates the maximum aircraft strength at the field. 50X1-HUM

5. Comment. the two MiG-15s crashed in Tutow on 10 August 1954. 50X1-HUM

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